Concession tickets to such persons are issued directly by Station Masters on production of the prescribed certificate from:

1. Govt. doctor in the case of Orthopaedically handicapped/ paraplegic persons.
2. Govt. Doctor in the case of Mentally Retarded and Deaf & Dumb persons.
3. Govt. Doctor/Regd. Medical Practitioner/Heads of the Institutions for Blind recognised by the Ministry of Welfare, Govt. of India or Social Welfare Department of the concerned State Govt. in the case of Blind persons,

Certificate is only to be shown and the photo-copy is to be submitted to Booking Clerk for record.

Rise in Rail Accidents

2927. SHRI DIGVIJAYA SINGH:
SHRI MAHENDER SINGH LATTHO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have made any assessment of rise in the railway accidents during 1991-92, 1992-93; if so, the number of deaths in each of these years due to rail accidents; (ii) the number of people who became invalid due to serious injuries; and (iii) the loss of life suffered by the railways on account thereof;

(b) how many of these accidents were due to human falure; and

(c) whether Government have formulated any strategy to reduce the number of rail accidents causing clossal loss to the railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) and (b) The details regarding consequential rail accidents are given below:

	1991-92	1992-93
(i) No. of train accidents	530	524
(ii) No. of persons killed	229	282
(iii) No. of persons suiffered grievous injuries	292	244
(iv) Loss of life suffered by the railways	20	46
(v) Accidents due to human failure	435	416

Passengers involved in train accidents are generally treated in the nearest Government/Private hospital according to the need of the situation. They attend these hospitals for follow-up also. After initial treatment, the injured usually go to their home town and take treatment from hospitals according to their convenience. Under the circumstances, it is not possible to assess and maintain the extent of disability.

(c) Some of the safety measures taken to avoid accidents are as under:—

(i) Renewal and rehabilitation of overaged assets like track, bridges, rolling stock, etc.

(ii) Intensive inspections are carried out for signalling and telecom gears.

(iii) Staff in operational categories are given intensive training and their performance is monitored.

(iv) Inspection of track and examination of coaches, wagons and Locomotives has been intensified.

(v) Ultrasonic testing of rails and axles is resorted to identify fractures

(vi) Drivers are monitored and

counselled with regard to their driving techniques.

(vii) Induction and extension of technical aid such as Auxiliary Warning Systems, Axle Counters, Route Relay Interlocking and Track Circuiting, etc.

कपूरथला कोच फैक्टरी में उत्पादन

2981. **श्रीमती सुषमा स्वराज:**
श्री राम जेठमलानी:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का ध्यान दिनांक 4 सितंबर, 1993 के "इकोनामिक" टाइम्स में "नो टेक पार्टनर इन यूनिट कोस्ट्स रेलवे डोयर" शीर्षक के अंतर्गत प्रकाशित समाचार की ओर दिलाया गया है;

(ख) यदि हां, तो क्या यह सच है कि रेल विभाग द्वारा संचालित कपूरथला कोच फैक्टरी में उत्पादन अभी भी पुरानी तकनीक से ही हो रहा है;

(ग) यदि हां, तो क्या यह सच है कि इस संबंध में नई तकनीक प्रयोग से इस फैक्टरी को अधिक लाभ मिलने की आशा है; और

(घ) यदि हां, तो आर्थिक लाभ के अतिरिक्त और कौन-कौन से लाभ प्राप्त होने की आशा है तथा इसके उत्पादन में नई तकनीक का प्रयोग न होने के कारण वार्षिक रूप से कितनी हानि हो रही है?

रेल मंत्रालय में राज्य मंत्री (श्री के॰ सी॰ लेंका): (क) जी हां।

(ख) और (ग) कारखाने ने 1992-93 के दौरान सवारी डिब्बे के देशी अभिकल्प से, परन्तु उन्नत निर्माण तकनीकों से अपनी पूरी निर्धारित क्षमता प्राप्त कर ली है।

(घ) ऊर्जा कुशल, साफ्ट राइड कोचों के एक नये अभिकल्प के लिए प्रतिष्ठित अन्तर्राष्ट्रीय सवारी डिब्बा निर्माताओं से बोलियां आमंत्रित की गई हैं। नये अभिकल्प से जो मुख्य लाभ प्राप्त होंगे वे हैं, यात्रियों को बेहतर आराम, सवारी डिब्बों का वजन कम होना जिसकी वजह से उनमें ऊर्जा की खपत कम होगी और उनकी भीतरी साज-सज्जा बेहतर होगी। इस नये अभिकल्प के उपलब्ध न होने के कारण इस कारखाने को कोई घाटा नहीं हुआ है क्योंकि देशी अभिकल्प से उत्पादन शुरू करके इसने 1992-93 के दौरान अपनी पूरी निर्धारित क्षमता हासिल कर ली है।

Disposal of Letters Received from Members of Parliament

2982. SHRI MOHAMMED AFZAL alias MEEM AFZAL: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of letters written by the members of Parliament to the Ministry during the period 1.4.90 to 31.3.93 alongwith year-wise details thereof;

(b) what is the number of letters out of them that were acknowledged;

(c) what is the number of letters in respect of which final replies were sent; and

(d) what is the break-up of final letters issued by the Ministry containing positive and negative replies respectively?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIFF):

(a) 1.4.90 to 31.12.90	8,751
1991	13,149
1992	12,692
1.1.93 to 31.03.93	2,489
TOTAL	37,081

(b) 24,520.

(c) 27,392.

(d) No such record is maintained.

Payment for bedding charges in Two-tier ACs.

2983. SHRI TINDIVANAM G. VENKATRAMAN:
SHRI J.S. RAJU:
SHRI MISA R. GANESHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Members of parliament are asked to pay bedding charges in two tier ACs;